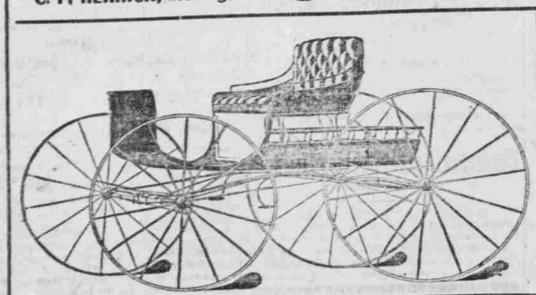
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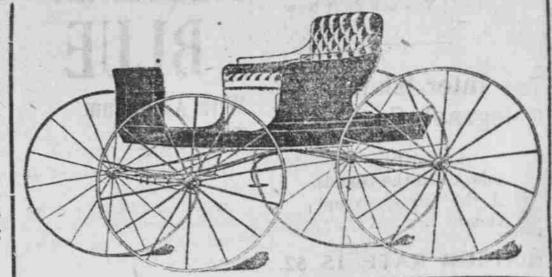
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OF THE YEAR'S PROGRESS The Golden Rule Bizent

s one that will pick the cane from the truly be reckuned hard work.

A number of models for the handling of cane that have been shown to the and presume it is used to a slight extent writer are most worthy of consideration, and I believe that the inventors and de- the field where it was, drove the team signers will profit materially by straight- by the side of the car and hoisted the forward criticism, and suggestions will cane upon the car by a horse, 800 lbs. or necessarily come that will help along the cause, so that I have invited the exhibi- for man or horse by this method. The on of drawings and models.

Respectfully submitted, JAMES A. LOW. Chairman Committee H. & T. of Cane. GEO. R. EWART. MOIR,

Mr. James A. Low, Chairman of Committee on Handling and Transportation

Dear Sir:-I forward the following: HANDLING AND TRANSPORTATION OF CANE.

This is comparatively an old subject. has been evolved in many brains by intelligent, practical men in these Islands over 20 years, and many scores of years in other parts of the world. Improveposted in many detail methods of hand-Carts, flumes, have seen others do It. callroads and the wire trolley system are our present methods of cane transportation on these Islands. All of these methods have been well tested by actual use except the wire trolley system. This is the newest method of transporting cone with which we are acquainted, and as we have had considerable experience in its use, perhaps we should briefly notice it. It has been longest used on Kukaiau finest cup of Kona Coffee in the city, Plantation than upon any other; in fact cane. There we had no railroads or flumes. We got along fairly well delivering cane to the works with teams while we were raising cane near the mill, but when we extended our cultivation into distant fields beyond the gulches we encountered loss and hard work, particularly so in rainy times. There was still beyond several hundred acres of good cane land so far away it would not pay to cultivate if the cane had to be transported to the mill by mule and horse teams. So much thought was given to Bakery can afford these inducements transportation. Finally we heard that oal, ore, wood and other things were being transported by a wire cable system over a rough country where no other known contrivance would or could work. So we decided to try 1,000 feet of cable. Our ignorance made bungling work of it at the start, but we thought ourselves quite successful in its trial. Some practical men came to see it work, and en-

couragingly declared: "If it worked 1,000 feet it would work 10,000 or any dis-We, believing the same, ordered for our next crop cables of sufficient ength to land our most distant cane at the works without further handling. We gradually learned how to use it, and are now able to transport on the wire all our cane grown above the works. We were much encouraged when we were Pretty Scenes to send to your able to send down from our most distant field ten clarifiers per day. Now double that amount is our smallest day's work, and on our most favorable lines four clarifiers per hour is not unusual to be

ransported by one cable. Comparisons as to the efficiency and heapness of the different methods of cane transportation is hardly worth namng, as all plantations differ in the lay of their lands, the location of their works. A deficiency of water and other auses forces some plantations to adopt ne method and others another method. Some plantations combine two of the above methods to good advantage. Where a railroad runs along the lower part of the plantation to the works, cane from all parts of the plantation can be drop ped into the cars from a wire cable, o from a flume if water is available. This is all that it seems prudent to say at this time upon cane transportation. Now

CANE HANDLING.

"Cane handling," I presume, is intended to include all labor required to movthe cane after it is cut to, and place i n, cars, wagons, flumes and upon the wire cables, which convey it to the

This is done altogether by man or horse ower. We have had some experience cading cane upon cars, wagons, flumes and the wire cable. We have heard comdaints made about the hard and costly work, loading cane on cars, wagons, wire tables, and packing cane to flumes. At our last year's meeting considerable was said about the hard worst complained of a loading cane cars, almost impossible have it done save by contract. aving any hard work complained of it cading cane cars on our Island, we said nothing, believing as we did that the used, more rapid work was required and a different method had been adopted than any we were acquainted with. We Emma St. knew nothing to the contrary until we received a picture showing how they load

sugar cane on cars in these Islands. If the picture shows truly, the cane is loadling and loading of cane will be limited ed upon cars by being packed on the to conditions that are not always obtained, and in fact I might say no plan- and drop it on the car. This is indeed tation presents the complete conditions hard work. The man weighing 150 lbs. for the successful working of machines taking up a 50-lb bundle of cane, in realthat have yet come to our notice. The ity he takes up 200 lbs., including his principle to be worked for is to avoid own weight, drops 50 ibs. on the car and the handling of the cane by manual la- returns with 150. If this is kept up all bor. If the cane is to be handled, bund- day he possibly loads ten tons of cane, led and picked up from the ground, more and in so doing be has taken up forty especially from the steeper and mora tons of matter, left the ten tons of cane, hilly lands, the system of sleds for con- and returned thirty tons to the starting veying to the cars on portable tracks or point, and travelled while doing it from wire cable and the crane for elevating five miles to fifteen, depending upon how cannot be surpassed. The ideal machine far the cane is from the car. This may

We pursued a different method of loading cars with cane eighteen years ago, yet. We loaded the cane upon sleds in more at a lift. There was no hard work horse did the packing from the field and the lifting at the car. The expense for loading one ton of cane was near 10 cents, with no hard work for man or beast. When we commenced experiment Member, ing with the trolley system, the cane was packed and bung on the wire by the Member, men in 100-lb, bundles. This was slow, costly and hard work. As our knowledge of working the wire increased more cane was required, so we added the sled. One sled, two horses and driver would take as much came to the wire at one time as fourteen men. This eliminated all hard work save to lift the bundles onto the sleds. Even that was not operous as the burdles were yet light.

Having improvement on the brain and sleds heavy to haul, we tried a lowwheeled wagon, provement, as it doubled the efficiency ments have been made from time to time of the team and its driver, so we dropand new methods suggested and tried. ped the sleds, using only the wagons. Some adopted, some rejected. Not being After deciding just what kind of a wag on was best for the purpose, we ordered ing cane on many plantations the past six from San Francisco. They are now few years, we can only refer to our own here, and up to requirements. As the method of handling cane, and how we hard work of cane packing was now over, we increased the weight of the sundles gradually to 125, 150, 200 and 250 ibs. The advantage of sending down jarge bundles is, there is not so many trolleys to pack back, and a 300-lb. bundle is no more likely to meet with an accident on its way down than a 100-1b. bundle. When we adopted the 250-lb. bundle we ran against a snag, as the oundles were now too heavy for two men to lift upon the wagon. Objections were onestly made by the workmen against the weight, and some of the laborers threatened to leave rather than continue to lift such heavy weight. Being thus brought to a sudden stop, so far as increasing the weight of bundles were concerned, and the prospect of being forced back to the 200-B), bundle produced in us serious thought.; This forced the invention of a travelling crane for lifting the bundles onto the wagon. It is pushed about the field by two horses and guided by one man to any point the wagon stops for a load. Six men and two horses now load the wagons with any weight of bundle up to 350 lbs. This has eliminated all heavy lifting loading the wagons, and they are more rapidly loaded than twelve men formerly did it, and they hen worked hard.

The next point requiring improvement was changing the cane from the wagon to the cable. It took now too many men So we constructed a contrivance to hoist the bundles from the wagon, and operated it by a horse. Adding the horse displaced four men. This improvement has proved very satisfactory, requiring ess labor and doing more rapid work This trolley system is more easily changed from one field to another than flumes or railroads. It works equally well in wet or dry weather, with water or without. A rough country only requires suficient grade to work the system effect-

ually over it. Our Mr. Albert Horner, who has been he principal actor in working up this system, is getting up a pamphlet from which more information about it may be gathered than is here stated. JNO. M. HORNER.

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